

GRAIN

When You Buy WEEVIL-CIDE You Buy Protection For the Season



Customer After Customer Tells Us:

¶ . . . Untreated grain, warmed up by summer handling, has developed reinfestation! . . .

¶ . . . Grain, treated with Weevil-Cide last Fall, not only showed no infestation in Spring weigh-ups, but has carried through summer handling without a sign of reinfestation . . .

¶ . . . Many of these customers are now finding it necessary to treat the old grain which was merely cooled without treating, but which has developed heavy reinfestation from immature stages merely made dormant by the cooling process.

In handling your grain this year, why not be guided by the above experiences?



THE WEEVIL-CIDE COMPANY

Manufacturers of Weevil-Cide, the Dependable Fumigant

1110 HICKORY STREET

KANSAS CITY, MO.



INSIDE OUT OR OUTSIDE IN?

"I'se sho' glad I'se on de outside lookin' in den in de inside lookin' out," said Rastus as he watched the lion yawn.

A sagely philosophical observation that—but it's the other way around in a great many important things.

When it comes to politics we'd all rather be on the inside in order to get the real whys and wherefores instead of the soup and mush generally handed out to those on the outside. To get the real "lowdown" on a horserace one goes to a jockey or an owner or a tracktenter—the fellows who make the show go.

Then there's the Grain Plant Superintendent who has a problem. If he's on the outside what does he do for an answer? He frets and stews and figures and gets a morsel of information here and a packet of misinformation there and finally muddles through with a make-shift, heterogenous something or other which just gets him by.

The Superintendent on the inside has a better time of it—much better. Billy Bones in Blooming Prairie had a tough problem once too, but Doctor Rollo came along and gave an address at one of the SOGES meetings which included information on Super Bones' problem. Then Bones and a couple of fellow-members figured out an easy way to put the results of the Doctor's research into operation and there he was.

Now Bones wasn't a mental giant or anything like that. He just happened to be on the inside. If that first Superintendent had had a bunch of others to help him out and the facilities of a large number of research organizations behind him, he would have come through with flying colors too.

Why don't YOU join the Society of Elevator Superintendents? It will give you momentum and a source of better knowledge for your business. You will give the Society additional experiences and the pleasure of your good fellowship.

Except in the case of the lion, it is much smarter, yes much safer and more satisfactory, to get on the inside looking out—not on the outside trying to look in. Join Today.

SOCIETY OF GRAIN ELEVATOR SUPERINTENDENTS

Board of Trade Building

Chicago, Illinois

Editorial

"BUT SCREW YOUR COURAGE TO THE STICKING POINT"

DURING the last decade this pitiable human race has been castigated and disillusioned to an incredible degree. There is strength left in us—to heap inhumanities and injustices on our fellow men. There are ideals in existence—on dusty bookshelves where they are reserved for poets and philosophers and artists who will speak only to the future, for we are ashamed to hear them.

Is not the group among us which once was known as "the hope of the future" truly referred to now as "the lost generation"? Aren't the thoughts and deeds of our leaders and executives nothing but a hang-over from the dizzy spree of their forefathers?

Do most of us agree with the above? Rather reluctantly we must admit that at times the state of man seems to be just that degenerate.

What then has Man done to retain his position "only a little lower than the angels"? Let us see what works the puny germ has wrought. He has conquered all the outer realms of the land and sea and air. The working power of the race has been multiplied a thousand-fold by machines and efficiency. Our scientists predict the final conquest of the atom, space, cosmic rays, and the extension of our conquests into still more distant microscopic and super-scopic realms of Nature.

And yet thousands are day by day lapsing into a cynical, even fatalistic frame of mind. True such creatures will exist their miserable lives, condoned by the charitable title of "pessimist," but the gulf between existing and living is the differential between the amoeba and a man.

"Oh, ye men, aim high and grovel not in fear lest the oblivion of the worm be visited upon you."

Yes, we grain men know what happens when we stop aiming high. We know the oblivion that awaits should selfishness and a "what's the use of it all" attitude take hold of us. That is why we are with those who listen to the songs of the future, and that is why we work in our faith for those who are yet to come. Though we may have to "screw our courage to the sticking point," that courage shall stay with us and some day carry us to the faint and distant star of triumph when man like God shall be a Man.

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THE FACE IN THE FLAME



Leering through the seething walls of a great grain plant these stark and ghastly features arise to add to the terror and horror of the scene.

This monster, the explosion fire, is the most dreaded foe of grain plant men and the most powerful and destructive. But if the weapons given to us by modern science and engineering skill are used against the monster, he is as helpless as a snake on smooth ice. Spare yourself the nightmare of having the "Face In The Flame" gloat over your ruined hopes and dreams.

ROBERTSON SAFETY VENTILATORS —for venting fine explosive dust, cleaning the air and minimizing the force of any explosion within the elevator leg.

ROBERTSON CAPACITY BIN VENTILATORS —for balanced ventilation of storage bins.

ROBERTSON PROTECTED METAL ROOFING AND SIDING —for maintenance-free, long-life building covering.

Write for catalogs.

H. H. ROBERTSON CO.

Farmers Bank Bldg.

Pittsburgh, Pa.

Consider Leg Suction

JOSEPH SCHMITZ, Chief Weighmaster of the Chicago Board of Trade, and a committee member of the NFPA sub-committee on applying suction at the head to remove floating dust, is making a series of experiments on this score preparatory to presenting facts and figures when the Weighmasters consider the subject at their Louisville convention next month.

Mr. F. Maynard Losie, Hallet & Carey Company, Minneapolis Chapter President, told the Toronto convention that at one time some of the Minneapolis terminals applied a small suction to remove the light floating dust at the leg with great housekeeping success. The amount of weight removed was negligible but the practice was ordered discontinued. Mr. C. J. Alger, President of the Chicago Chapter, found that only seven pounds in one thousand bushels was removed in tests he conducted for the NFPA.

From the safety and housekeeping standpoint it is hoped that the committee will make worth while recommendations to reduce the dusty situation, improve housekeeping, to say nothing of minimizing explosions.

OTHERS on the sub-committee of the NFPA charged with the responsibility of drafting a set of regulations for the application of a light dust suction on the heads of grain handling and grain processing plants, previously omitted through error, include: Mr. Hylton R. Brown, Bureau of Mines, chairman; Eugene Arms, Association of Mill & Elevator Mutual Insurance Companies; G. Frank Butt, John S. Metcalf Company; J. A. Mull, Terminal Elevator Grain Merchants Association; A. B. Osgood, The Day Company; Kent H. Parker, Western Actuarial Bureau, and Joseph A. Schmitz, Terminal Grain Weighmasters' Association.

Mr. Schmitz will discuss this subject before the approaching annual convention of the Weighmasters' Association, embodying their recommendations into the tentative report already prepared by himself and others on the committee. Other interested groups will have an opportunity to review the suggested regulations and add their suggestions before final adoption at the December NFPA committee meeting.

Troubled with Back-Lashing?

A PIECE of rubber belting securely held at the throat of the head, as close to the downward-bound buckets as possible, will reduce the back-lashing, and also tend to minimize some of the spark hazard, according to one correspondent.



UNLOADING HEADACHES

By G. L. PARSONS, President, Goderich Elevator & Transit Co., Ltd., Goderich, Ont.

WE EXPERIENCE much delay and expense in coping with articles with which our unloading equipment comes in contact. In August, 1938, I deemed it advisable to write a shipper in Duluth, as follows:

"Frequently our marine legs come in contact with iron debris in grain shipments from Duluth, and yesterday while unloading the 'Kinney' we suffered a delay of 1½ hours to one marine leg and one hour on another through picking up a seven inch piece of ¾" pipe in the one case and some unrecovered junk in the other.

"Duluth shipments seem to be the worst we get and a survey of our inside lofter boots reveals an accumulation of pieces of chain, chain hooks, bolts of various sizes, bin ladder runs, wrenches and sundry tools. We wonder if there is not some means of detecting and diverting these destructive articles, as they inevitably come from cars.

"You will appreciate that the time lost, and cost of replacing damaged leg buckets and belts runs into very large sums at elevators this side of the Lakes. Probably it is all in a day's work at some elevators and you hear nothing about it, but we think you will be glad to pass the complaint on to your Duluth elevators, either by posting it on the notice board on the Exchange Floor or advising the elevator operators individually. The damage to operating equipment is not the smallest hazard, but, as you will realize, a spark from contact of metal objects may easily cause fire or explosion. We shall appreciate your taking steps to remedy this existent hazard immediately."

KEPT BUSY KEEPING THINGS GOING

PROBABLY there are more of the older types of wooden houses in Duluth or in the States from which their grain accumulates than elsewhere, as we find great numbers of short iron rods among the debris which resembles the rungs of ladders which were cribbed up the corners of the bins.

Superintendents know how a blocked leg with torn lofter belts and damaged buckets keep you busier than a cat on a hardwood floor to get things going again.

We get up against similar but possibly more destructive damage in unloading cargoes which have temporary separations between two lots of grain

in one vessel hold. On May 26th, 1939, we had occasion to write the Canadian Board of Grain Commissioners as follows:

"We desire to call your attention to a mixing of oats with wheat in the forward hold of the steamer 'Cheyenne,' which unloaded here Monday, May 22.

"When finishing up the No. 1 Northern wheat, hold one, we noticed a sprinkling of oats in the wheat and stored it separately as No. 1 Northern wheat mixed with oats. The outturn of this wheat was 42/30 bushels short, while the oats below the separation was 20/29 over. Similarly the outturn of the after hold, No. 2, with the No. 3 Northern was 363 bushels short and an overage of 268/50 bushels of No. 4 wheat is indicative of mixing having occurred in loading, while in transit or when being unloaded, although we could not detect any admixture while our shovels were working or the grain being elevated."

CANVAS SEPARATION FUTILE

WE CANNOT conceive, after forty years experience in handling grain, that a canvas separation can be placed and secured to prevent mixing. It may appear a sound practice in loading the vessel, under quiet water and weather conditions, by putting one lot up against a bulkhead and allowing it to taper away on the skin of the tank top, then to lay a separation covering and load another lot of grain on top.

The working of the boat in any sea-way is bound to cause a lurching of the grain and separation even if the grain were poured in between the deck frames and filled completely.

An attempt was made in loading the "Cheyenne" to put some planks on top of the canvas separation. Notwithstanding extreme watchfulness in elevating the grain here, our marine leg (some ten tons in weight inclusive of grain being lofted) fouled one of these two 1"x6" planks which entered the boot. Before the power could be shut off or the leg lifted, the belt had made sufficient of a revolution to destroy 118 buckets and tear through the bolt holes of a brand new lofter belt; the damage running well up to \$1,000 to say nothing of the ten hours delay to temporarily repair the damage.

We disclaimed all responsibility for the cause of the damage and billed

the expense to the vessel owners. Who placed the plank obstruction, or for what purpose, was in no way attributable to us. As we pointed out to the Board of Grain Commissioners last year, the hazard of having our power shovels pick up one of these planks and strike one or more of the trimmers, or vessel sweepers might easily have destroyed life or caused serious injury.

LIKE GRAB-BAG CAKE

IT just isn't humanly possible to detect what a marine leg or power shovel is going to run up against working below the grain surface in an atmosphere of dust. You may appreciate that we are in constant dread of a serious casualty from the time we start groping for one of these separations until the hold is out.

We are told that these separations, which have become common practice, are absolutely necessary for vessels to get business, but we wonder if the cost and hazard are justified. We have also been told that if we cannot accommodate such cargoes they will go elsewhere; therefore, we have to take the chance of sustaining loss of life and damage to property.

We handle as much of this class of business as any Lake or Bay elevator and pride ourselves on having a staff who are thoroughly experienced and alert to the requirement of their work, but we cannot expect them to detect heavy obstructions such as were encountered on "The Cheyenne." Our men can follow the perpendicular bulkhead and stanchions down with their eyes, but when it comes to sloping separation of sundry material they can only guess and trust to Providence.

We give you the above information as a considered duty to apprise you as to what occurred on this particular cargo and typical of what is liable to occur on such loads at any time, in the hope that some steps may be taken to reduce or correct the dreaded hazards. We see no objection to putting in rigidly fastened permanent bulkheads even though it makes more clean-ups in a vessel. But notwithstanding, the steamer "Durham" was increased from a three compartment vessel to a five hold, she is now unloading a temporary separated hold, making six lots aboard and, incidentally an obstruction was picked up in this boat which further damaged the same lofter belt and buckets as suffered on "The Cheyenne."

ACCIDENT CAUSES AND REMEDIES

By **GEORGE H. STEEL**

Safety Director, Ralston-Purina Co., St. Louis, Mo.

WHAT is the cause of an injury? I like to answer that with one word—management! Management is the spirit of a company which is developed by the composite policy and opinion of the president, the general manager, the production manager, the superintendent and the foremen.

Workman's Compensation laws in practically every state, hold the employer, management, responsible for almost every injury and the tendency during the past few years has been to make this all-inclusive.

If we are to have real accident prevention work, I believe that every member of the group that makes up management must, to himself, assume all responsibility. The minute he shifts the responsibility for an injury to the shoulders of a worker, he breaks down the morale of all accident prevention work.

When an injury occurs, management has been negligent in one of the following ways:

1. They have furnished improper equipment, buildings, machinery, etc., for the employees to use.
2. They have failed in their selection of men. They have employed someone who either can't learn or won't learn.
3. They have failed to properly train the man.
4. Either through ignorance or indifference, they have failed to recognize the potential causes of injuries and to take the necessary preventive action.

It is hard to pick out any one injury and say that it was due to one of these causes alone. Frequently a final analysis of an injury will indicate that management has failed in all four ways.

SAFE PLACE TO WORK

TAKE the first cause—"Failure to provide a safe place to work."

A plant was using oil burners in the boiler room. There had been trouble with the burners for some time. The oil flow would stop and then gush out in large volume. Several small explosions had occurred when this oil came in contact with the hot fire and ignited. No particular attention was paid to this until one day a flash blew open the doors and the flame reached across the room and severely burned an employee. After this injury immediate steps were taken to remedy the mechanical defects. Management had

failed to provide a safe place for that man to work.

The two next failures are the hardest to control—"Selection" and "Training." They are, however, the most important. They are so closely tied together that it is hard at times to distinguish them. The better the selection the less training needed.

Today, most companies have entrance physical examinations. This is the first step in selection. The doctor checks up on eyes, teeth, nose, throat, height, weight, potential hernias, flat feet and those physical defects that will handicap a man or make him a liability. These examinations will usually reveal the early stages of a venereal disease, but they cannot find the later stages.

A few of these doctors have been in the plant and know the conditions under which the future employee will work, but most of them haven't; or at least haven't studied the various jobs.

Many plants today are adding Wasserman or Kahn tests for syphilis to these examinations, and the plants in the dusty trades are frequently using chest X-rays.

ONLY THE BEGINNING

ALL of these tests are made to protect the employer against liability claims and while they are important, we are only beginning.

The mental attitude of a man is as important, if not more important than his physical condition. Most employment men can talk with an applicant for a few minutes and consciously or

otherwise classify the man. If the interviewer is good, this may be enough—but we are relying on the training of a man for this important job.

Some plants have tried psychology tests with varied results. These have been attempts to find the best way to select men for the job.

I believe that training is the biggest factor in any safety or production program. Unless a man is an imbecile, he can be trained to do a job properly. If he responds quickly, can adapt himself quickly and is sincere, the training program need not be long or detailed. A man with poorer qualifications may require a great deal of patient training to accomplish the same result.

Several years ago, the miller in a flour mill took a fancy to a bright young chap in his neighborhood. He took him to the mill and got him a job. This miller knew the danger of the rolls in the mill—he had seen more than one hand rolled into a thin sheet of flesh and cracked bones—and no doubt he told this boy of the danger.

The boy had been working there about a year when one evening he was walking through the roll floor and he heard a bumping sound in one of the rolls. He opened the door over the rolls and could see no grain passing so he presumed that the roll had stopped. He ran his fingers between the rolls to see what had jammed them. Those merciless corrugations took that hand and made it into a piece of hamburger meat about the size of a dinner plate.

NOT SUFFICIENTLY IMPRESSED

THIS boy had been told about the danger of rolls, but the fact remains that he hadn't been sufficiently impressed with the need of keeping his hands out of a roll stand at all times. The boy was loyal, he was concerned because the miller's rolls were not working right and he thought he should do something about it.

Who can blame the boy? Management, through the miller, had failed to train him properly.

Management's ignorance or indifference of potential hazards is the fourth possible failure.

Ignorance of the dangers of breathing silicate bearing dusts has caused a great deal of concern recently among certain industries. Some well organized legal rackets extracted a heavy toll from industries in some parts of the country, and today a manufac-



"Don't you think streamlining the stair case is going just a little too far, Mr. Ibbelbump?"—The Seng Book.

turer who has such dusts can no longer afford to be ignorant.

In the milling industry we know that certain mixtures of grain dust will explode when ignited.

Actually we know very little about dust explosions. Dr. David J. Price and his department in Washington have done a great deal of work on this problem, but still I can't see why every elevator doesn't blow up at least once a week. We can produce miniature explosions at will and no doubt those dust concentrations are present many times a day in every elevator. At the same time we no doubt have static sparks, sparks from tramp iron in the grain striking some metal part and from other sources. Yet, dust explosions are not common.

We are ignorant of, but I don't say indifferent to, the problem of explosions. All the research needed is probably too big for any one company to handle, but we are learning more and more each year.

THE FOUR "E'S"

NOW, what can industry do to stop these accidental injuries? We can go back to the three "E's" of safety, but I like to add a fourth "E." I would say the four "E's" of safety are: 1. Engineering; 2. Education; 3. Enforcement; 4. Enthusiasm.

Engineering must start on the drafting board. In the design of the plant. In the planning of production. In the adaptation of processing. Engineering provides the safe place to work. Engineering finds the safe way to work in the place that is provided. Safe engineering is management's first responsibility.

Education comes next. Education includes selection and training of the workers. It is the application of human engineering.

Education is the biggest factor in any safety program, whether you are dealing with individuals or groups. A plant can be guarded 100 percent and still be known as a butcher shop. A plant can have all sorts of hazardous arrangements and still have a good record. The difference is the man at the head of the plant. If he has the ability and the driving urge to make a good safety record, he'll find a way to do so. His biggest tool is education and training. If the general manager of a company wants a safety record badly enough, he'll get it.

Enforcement is necessary in any program. Impartial enforcement. If engineering has determined that certain rules should be followed, these rules *must* be followed. Every man in the plant, from the president to the janitor, must observe these rules. If penalties are specified they should apply to everyone. This strict rule should apply only after education has been complete. A man must be taught the need of these rules before he can be disciplined for breaking them. Rules that are not enforced, or are only en-



SPECIALIZATION AND EXPERIENCE

Since dust produced by the handling and processing of grain has been known to be a hazard to human life, health and property, the "Day" name has been synonymous to Dust Control.

Constant application to this problem and continuous striving to improve equipment and practices has resulted in greatly improved operation.

That is why "Day" engineered and installed systems are now recognized by grain processors and handlers everywhere as the standard in efficiency and economy in modern Dust Control.

The DAY Company

2938 Pillsbury Ave.

Minneapolis, Minn.

In Canada, The Day Company of Canada, Ltd.

forced when the boss thinks they should be, are worse than no rules at all.

MEETINGS TOO DEAD

NOW we come to Enthusiasm. No program can be expected to succeed unless enthusiasm has been developed and maintained.

Too many of our plant safety meetings are dead. They had just as well not been held. There is no enthusiasm in the meeting, the men come straggling in, just another half hour or hour of rest on the company's time. They come because they have to, they endure it because they have to.

A little music, a little entertainment, something to develop interest while

the stragglers are getting in, will help build up enthusiasm and make the meeting something that they want to attend.

Carry this enthusiasm through the day, the week, the month. If folks don't know all the time that a program is in progress, they can't be expected to keep interest. Bulletin boards, contests, stunts, talks by foremen, either formal or in conversation, are the tools that keep enthusiasm alive.

Many a case of sore back, many a case of malingering can be cured by enthusiasm. I wouldn't advocate a man working against doctor's orders, but in many cases the man is too willing to go home and rest up a few days.

He thinks he is hurt worse than he really is and he babies himself.

A company can go a long way toward preventing injuries if the supervisory staff will assume the responsibility for every injury. With this attitude, management will develop an interest in accident prevention work and out of this interest we will have results.

National Defense and Safety

THESE are days in which all loyal Americans are concerned about the defense of our country. With a world at war, we suddenly realize that forces are at work which threaten seriously the security and freedom of our way of life.

To withstand those forces we must have not only wise and energetic public officials, but each one of us must accept responsibility for that part of this national problem which comes within the scope of his personal life.

National defense and national safety are closely coordinated ideas. How closely related they are may be seen when we interpret them as personal defense and personal safety. To contribute our part toward the security of our country and its people, we must exert ourselves to carry out all the principles of safety as completely as we can.

We must conserve man power. Our country needs the utmost of productive work from every individual. It cannot spare through accidental injury a single mechanic or truck driver, engineer or teacher, business man or public official, farmer or home maker.

We must, through intensive training, increase our productive capacity. We must avoid wastage of raw materials. We must conserve all our material and human resources.

There will be a need for policing of the highways on a scale not yet attempted. In time of war there must be the fewest possible delays, the fewest possible accidents. Every city and every police force must be prepared and able to handle traffic never yet equalled in volume and importance.

In achieving these ends the hundreds of safety organizations throughout the country—both state and community—can be of tremendous help. Especially is this true in the important function of mobilizing public support for the entire defense program.

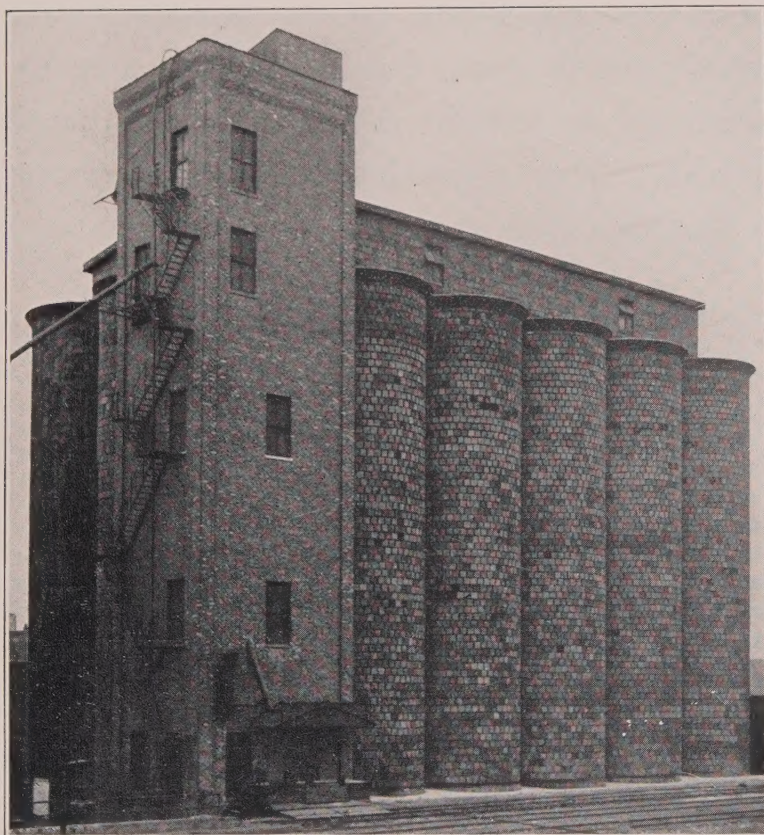
These are things that should have been done anyway, war or no war. Now we must do them—and at once!
—W. H. Cameron, Managing Director,
National Safety Council, Inc.

GRIND UP

Some 5,450,391 bushels of corn was ground for domestic consumption during August by 11 refiners of starches, syrups, sugars, and other derivatives of corn, according to the Corn Industries Research Foundation.

FOR RENT

Grain elevator of 300,000 bushels capacity for rent, on the Northwest side of Chicago, Ill.; on the Bloomington branch of the C. M. St. P. & P. R. R.



This elevator is fully equipped for unloading, loading, and cleaning, and has a Hess Grain Drier installed.

Direct inquiries to:

H. E. Luff

1750 N. Ashland Ave.

Chicago, Ill.

Spontaneous Ignition and Its Prevention

By A. H. NUCKOLLS

Chemical Engineer, Underwriters' Laboratories, Inc., Chicago

THE source of heat causing ignition may be a flame, spark, radiation, a hot surface, friction, or chemical action. When the primary source of heat is chemical action due to the combustible itself (exothermic decomposition), or between the combustible and supporter of combustion, the process is known as "spontaneous heating," and if the ignition temperature is reached, as "spontaneous ignition."

It is of interest in this connection to note that recently experiments have been recorded indicating that the ignition temperature in the vapor or gas phase may be materially lowered under certain conditions by injection of drops of water, and also by other small particles, which appear to act as reaction centers. This phenomenon has been termed "nuclear ignition." Accordingly, a substance may be said to have two ignition temperature curves, first the "self" or "autogenous ignition temperature," also known as the "apparent ignition temperature," and second, the "nuclear ignition temperature," which is lower, and may be found later to have an important bearing on spontaneous ignition.

The primary reactions causing spontaneous ignition may be preceded by other sources of heat such as microbial action, as in the fermentation of hay. Further, products of many reactions leading to spontaneous ignition may be autocatalytic. The presence of a catalytic accelerates the reaction.

No sharply defined or scientific classification of substances subject to spontaneous ignition has been worked out, but for convenience those substances which have been found to cause or undergo spontaneous ignition may be divided into four groups:

Group 1.—Substances not themselves combustible, but which may cause ignition, such as lime.

Group 2.—Substances having ignition points below ordinary temperatures, as for example the hydrides of phosphorus and silicon in the presence of air, sodium and potassium in the presence of water, turpentine and ammonia in the presence of chlorine, and hydrogen and chlorine in the presence of light. Included in this group also are substances which when alone are not acted upon by oxygen but which may simultaneously undergo oxidation with another compound which is capable of oxidation at ordinary temperatures.

Group 3.—Combustible substances which may undergo sufficient oxida-

tion at ordinary temperatures to reach their ignition point, including easily oxidized vegetable oils, fats, certain metals in finely-divided state, metallic sulphides, charcoal, and coal.

Group 4.—Organic combustible substances subject to microbial thermogenesis, including agricultural products such as hay and grain.



Nothing to Worry About

WE ARE badly congested at the Lakehead, but we have seen this happen before and it has re-adjusted itself and we are not losing a great deal of sleep over it.

Incidentally, we have had our storage reduced from a 30th to a 45th of a cent, but then right now we are more concerned with winning the war than anything else, and are out to make any small contribution within our power to this end.—L. C. Irwin, Superintendent, Searle Terminal Ltd., Fort William.

SEABOARD BUSY

AT Boston, 100 cars of grain for export were unloaded during August, according to the Association of American Railroads. This compared with 3 a year ago. At New York, 391 cars were unloaded, compared with 134; at Philadelphia, 165 cars, compared with 1; at Baltimore, 167 cars, compared with 84; at Norfolk, 60 cars compared with 88. The movement of grain through Gulf ports was somewhat less than a year ago, approximately 600 cars having been unloaded this August compared with 1,300 last year.

Life and Death

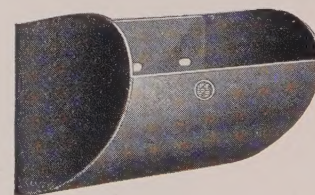
SHIPS sailing from New York to England are carrying a double cargo these days. Bottoms are piled full of life-giving grain and vast quantities of death-dealing ammunition are piled directly on top—one of the many paradoxes of this modern age. Plenty of ships are available in New York, due to the present congestion at Montreal and other Canadian ports on the St. Lawrence.

THE CALUMET

(Protected by U. S. & Foreign Patents)



Increased Capacity
Perfect Discharge
Superior Wearing
Quality



We can also furnish these buckets in a new rustless, non-sparking metal for flour and soft feed. Less than one quarter the weight of steel and at a fraction of the price of standard stainless steel.

We handle a complete stock of Norway Flathead Bucket Bolts and Spring Washers.

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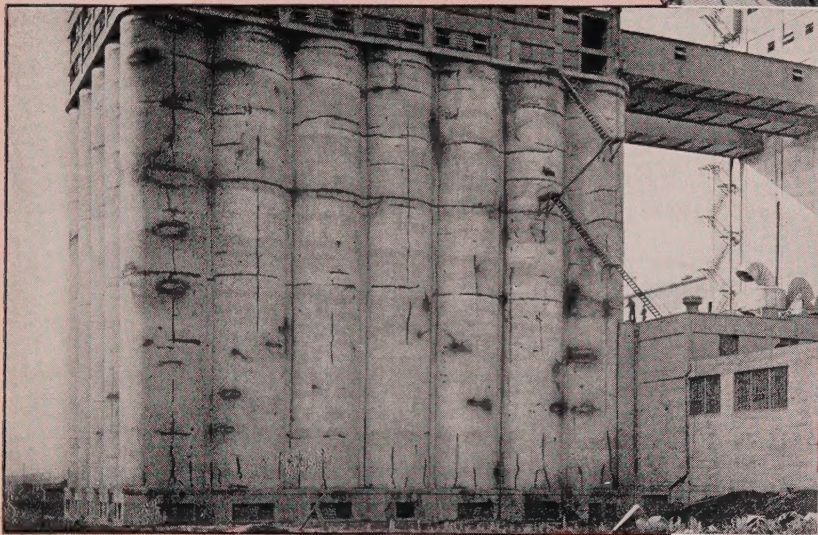
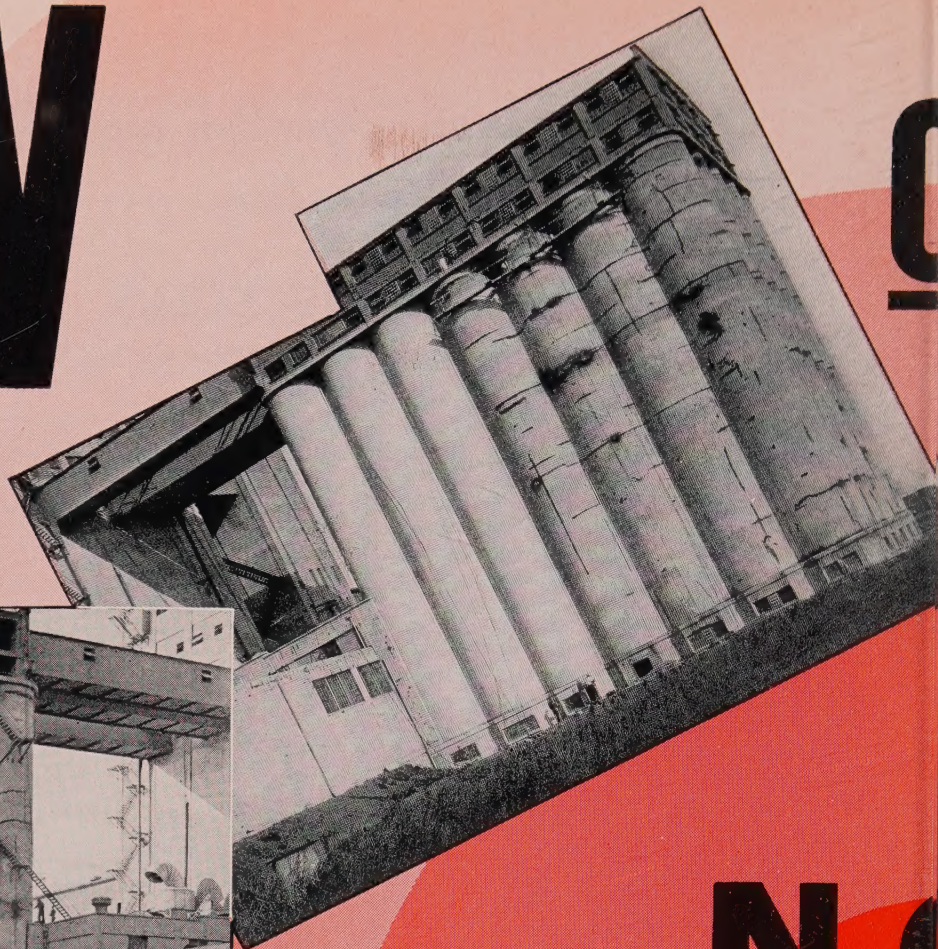
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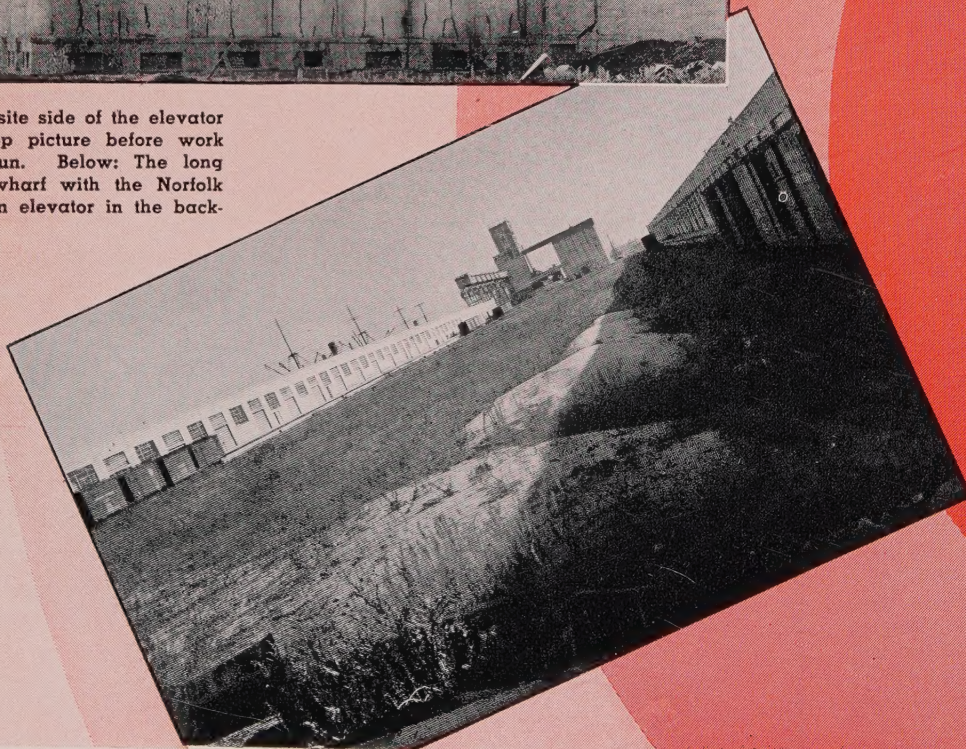
R. R. HOWELL & CO.,
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NOW

Right: Elevator storage bins at Norfolk, Va., in the process of restoration and weather-proofing. The three bins to the left have been protected with a thick layer of our flexible material.



The opposite side of the elevator in the top picture before work was begun. Below: The long loading wharf with the Norfolk & Western elevator in the background.



NO

is just about your last chance to save your Plant before the winter weather takes FURTHER deteriorative action.

Beating Spring rains with Old Man Winter's alternating and abetting Mother Nature's actions—making the problem still further off.

With what you have Can you afford to gamble?

Act today while there is still time.

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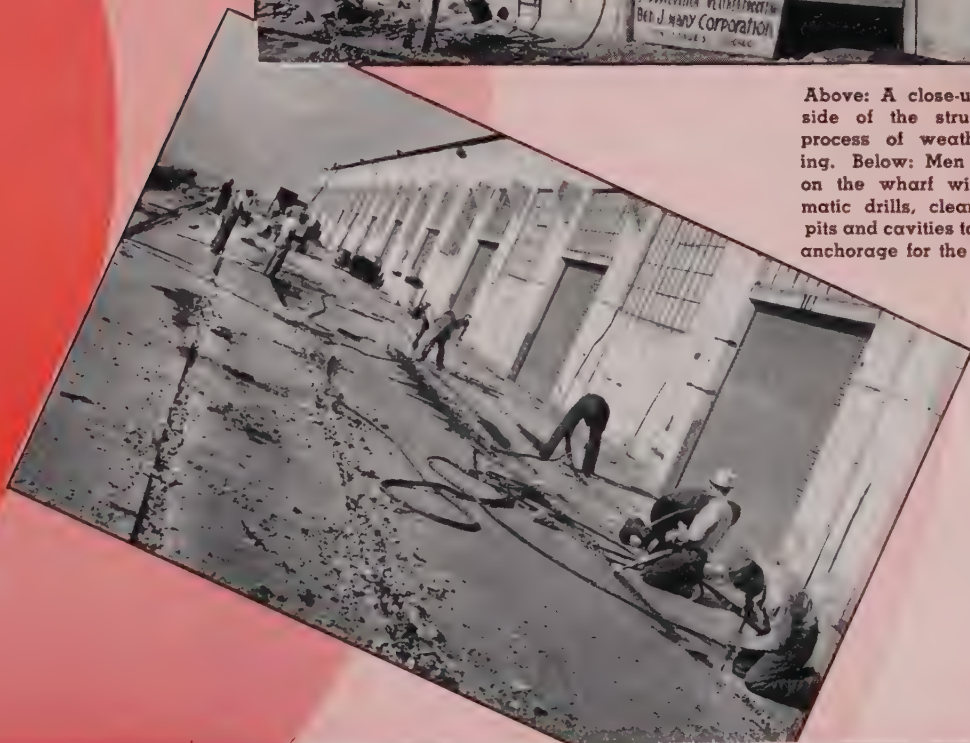
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Left: A loading wharf just perfectly reconditioned by our exclusive IN-FIL-TRO system.



Above: A close-up of the side of the structure in process of weather-proofing. Below: Men working on the wharf with pneumatic drills, cleaning the pits and cavities to provide anchorage for the patches.



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THE TIN GOD ASH

By Rowland J. Clark

Shellabarger Mill and Elevator Company

THE ash of flour is an old, trite and widely discussed subject. It is still vitally important.

In discussing the topic, the "Tin God Ash," one's thoughts fall naturally into three groups: first: the fundamental purpose and meaning of ash before receiving its crown and being elevated to its throne as a Tin God; second: the present trade practices under which the industry bows down and worships its ruler, the Tin God Ash; and third: suggested remedies for dethroning and debunking the Tin God Ash to its proper position and rank.

It is interesting to observe the fundamental purpose and meaning of ash before it received its crown and was placed upon its royal throne. Some people have learned that fundamentals do not change. They are frequently dressed up in a new pair of shoes and they may even be given a new suit of clothes; but, underneath, fundamentals remain the same.

Styles Change

▲ Not long ago the writer had occasion to look at a snapshot taken of himself just ten years ago. He was astonished to see how the fashion of dress even for men had changed. In this photograph, the author appeared with his trousers cut so short they barely reached his shoe tops. How different from the floor length styles of today. His collar then was high with its corners rounded so that his whole tie was in view. Turning to another snapshot taken 25 years ago, it was found that collars had been much higher but came so tightly together that the small knot of a knit tie was barely visible; while the padded shoulders of the business coat gave the impression the wearer had been dressed for playing football. It is not doubted but that the photographs of people today will look odd in another ten years. Their clothes will change even though they themselves remain very much the same.

During the World's Fair in Chicago, there was on exhibit in the Ford Building a display of Ford cars which included a model of every year from the original horseless carriage built by Mr. Henry Ford himself down to the latest model to leave the assembly line. Moreover, this display projected the cars into the future and there was seen what the artist considered the model of the next decade. These

ASH CONTENT

Ash is a term that has long been used to indicate the purity of milled flour, but ash should not be used as a test of the miller's art since it is present in wheat in different amounts.

In this article Mr. Clark explains the exact meaning of ash and of the necessity for using the test properly.

future cars seemed ugly then with their extreme stream-lined shapes. Today these same models are on the streets and cause no special comment.

The same old fundamental of the gas engine has run every model from the horseless carriage to the stream-lined V-8 of today. The fundamentals' dress has been vastly changed, however. If something goes wrong with the engine, the mechanic uses his old time-worn knowledge of internal combustion engines to fix it. All the electric lights, the pretty enamel finish, the guaranteed tires and the visible trimmings are wonderful improvements over the acetylene lights, the varnish and the flimsy rubber tires of

25 years ago; but the fundamental principle of making a car run by exploding gasoline is the same today as it was when the first car was manufactured.

This fact is likewise true regarding the ash of wheat and flour. Modern practices have added a lot of trimmings onto flour ash; they have demanded ten-minute methods for ash determinations and they have glorified ash into a little tin god. We even find those who fall down and worship ash, but the fundamental meaning and purpose of the ash determination remains the same today as it did when first devised several decades ago.

It is interesting to pause and consider this meaning of flour ash before it received its crown and was placed upon its royal throne. The goal in milling is to separate the endosperm to a finely granulated meal known as flour. It is the object of every miller to make as clean cut a separation as is possible. If the kernel of wheat was the size of man, its parts could be sawed and chiseled apart. If the endosperm was like a peanut and could be hulled in a like manner, it would simplify the milling problems. The wheat kernel is very small and its parts are very tightly attached together; hence their separation is difficult.

The Yardstick

▲ Very early in the history of milling, a yardstick by which the perfection of separations could be measured was needed. The Pekar or slick test came into popular favor. It indicated to some extent the purity of the extraction. If bran specks were present the slick showed them up and the separation might be regarded as impure. This test depended upon human judgment. However, with the advent of the cereal chemist into the flour mill, an exact measurement of the purity of the flour separation from the bran and germ came into vogue in the ash test. The element of human judgment was thus largely removed and the ash test in a great measure replaced the Pekar test as a more accurate determination of purity.

It is a well known fact that the portions of wheat berry nearest the center are lowest in mineral content. As one approaches the bran, the ash increases until the highest ash is found in the bran. The ash test then partly reveals the purity of the wheat separations. A low ash is taken to indi-



Courtesy "This Week"
"Oh, dear — I should never have given your father a double portion of that new peppy breakfast food!"

cate purity of the flour from the bran and its surrounding layers. Ash is therefore correlated with flour color, acidity and the electrical conductivity of flour extracts.

Ash is a relative term. If the different parts of the wheat from which the flour is milled varies in its mineral content, it means that each stream in the mill will vary, hence the flour will vary. The ash only indicates the proportional part of the total minerals which have been included in the stream or flour in question. It is a barometer of clean milling. It indicates whether or not the bran and germ have been completely or partially removed.

Ash cannot be taken as a criterion of flour grade, because different wheats vary in their amount of ash; hence the ash of the flour varies even though the percentage of the extraction remains constant. Ash then can only indicate that the flour in question received a certain amount of the minerals contained in the wheat berry. According to Dr. C. H. Bailey, "The ash content of flour is of significance, therefore, because it is correlated with the flour properties in question rather than because it is directly responsible for those properties."

Frequent Assumption

▲ It is frequently assumed in the control of a flour mill that, if a stream or grade of flour analyzed a certain ash content one day, the same amount of ash should be found present in the flour on succeeding days. This may be true if all other factors are constant. If the ash varies it indicates that some condition such as the wheat, the humidity, the temperature, the setting of the rolls, the bolting or some other factor has varied. Under such a situation, the miller at once investigates and checks all the conditions to determine what adjustment is necessary to maintain the uniformity of the ash in his product. All too often the factors concerned with baking quality may remain constant; but because of the variable ash, the miller makes an adjustment to hold the ash in line, thereby deliberately causing the baking quality to vary. Ash is, therefore, not an infallible guide even to the miller.

Flour ash is fundamentally only an indicator of the purity of the flour. It does not in itself tell the percentage of extraction. Combined with the knowledge of yield, percentage of extraction, grade of wheat milled, variety of wheat milled, and the equipment of the mill, flour ash may be an index of efficient wheat milling. Two mills containing the same kind of machinery, flowed alike and grinding the same wheat will not always produce flours of the same percentage of extraction containing the same ash content. It is plainly evident that flour ash does not make flour quality. On the other hand flour ash is a resultant of forces produced and influ-

enced by any number of milling conditions. It is not strange, therefore, that ash is such a confusing term.

When the present trade practices under which we bow down and worship our ruler, the Tin God Ash, are examined, we are astounded. Great and marvelous meanings have been ascribed to flour ash in these late years. This innocent test has taken the center of the spotlight, to the extent that thousands of barrels of flour are annually bought and sold on a guaranteed ash basis. One would be led to believe that flour quality depended upon how much ash the flour contained. One has only to consider the true meaning of flour ash to un-

derstand that the baker who buys on a rigid ash content is in many cases the loser. He receives a flour which does not bake as well as it could be milled to bake, if the miller were allowed to use his judgment in maintaining baking quality and not required to mill a uniform ash content.

(Concluded next month)

Worth \$6.33; Cost \$1,000

A \$1,000 wheat field, a quarter-acre, was threshed at the New York World's Fair recently amid much ceremony. Continental Baking Company stated its second seven-bushel crop was worth about \$6.33.

MOISTURE TESTS on New Crop Grains

*Will be Accurate
with Seedburo Quality
Equipment!*



Steinlite Electric Moisture Tester . . . makes tests in one minute . . . portable . . . no moving parts.



Steinlite, Tag-Heppenstall, Official Brown-Duvel Moisture Testers and a complete line of everything necessary for your testing department.

Weight-per-Bushel Testers, Sieves, Triers, Samplers, Germinators, every item guaranteed, every item in stock for immediate shipment.

Seedburo Quality apparatus is manufactured according to Government specifications and has been used by leading mills and elevators for over 28 years.

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Your Westinghouse salesman can provide you with complete apparatus, from switchboards to motors . . . designed and built by one manufacturer. Backed by years of practical experience in elevator and milling methods, this equipment provides you with "matched performance" in every unit.

It will prove far more economical in the long run to consolidate your electrical purchases with Westinghouse. Our local office or agent will give you fast, capable service.

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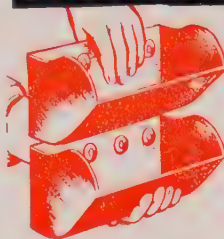
WESTINGHOUSE LINESTARTER — Magnetic Motor Starter. Approved by the Underwriters' Laboratories, Inc., for hazardous locations where grain dust is prevalent. (Class II Group G locations.)

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The Secret behind the "Guarantee" of DEFINITE CAPACITY INCREASES



THE Nu-Hy
GRAIN BUCKET

TRADE MARK REG. U. S. PAT. OFF.

The "Nu-Hy" Bucket is scientifically designed for continuous spacing on the belt if required, strikingly illustrated here. The high, form-fitting sides, raised above the strike line, allow more

bucket load, and acting in unison with the high-positioned front lip, provide extraordinary pick-up and discharge efficiency, regardless of spacing, at a wide range of belt speeds.

The combination of these engineered features has resulted in such consistently high performance records established in representative mills and elevators throughout the country, that without hesitation we absolutely guarantee an increase in capacity of from 10% to 50% over your present volume when operated under identical conditions.

NU-HY Buckets are made of heavy-gauge steel, the surface, both inside and out, being perfectly smooth. The one-piece welded construction eliminates all obstructions to pick-up and discharge.

Send now for Engineering Bulletin, also Capacity Analysis Form 76. Fill this form out and let us make definite guaranteed recommendations for increasing your present capacity.



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707 HOFFMAN ST. HAMMOND, IND.
SCREW CONVEYORS HAMMOND PRODUCTS ELEVATOR BUCKETS
TRADE MARK REG. U.S. PAT. OFFICE

You're Bound to Win in the Annual Safety Contest

YOU can't possibly lose, for there are no blanks in this game. You win every time.

It's true there are only four silver cups to be awarded to the holders of the best safety record during the year ending next June 30th. But the real winners may not have the best safety records. The real winners will be those who have avoided the greatest number of accidents. Those who have saved a life, protected an employee from loss of a limb or taught their crews to be careful. They may not win silver cups, but they will win the real battle.

Join in this campaign to reduce accidents by removing the causes for accidents. Help your industry reduce the accident rate, the cost of insurance, the tragedy of crippled men. Join today.

FOURTH ANNUAL SAFETY CONTEST
Society of Grain Elevator Superintendents

4100 Board of Trade Building
Chicago, Illinois

Accident IS Sabotage!

IN TIME of national emergency an accident is unintentional sabotage, the National Safety Council declared in announcing that its 1940 National Safety Congress will be devoted to mobilizing the forces of safety for the nation's defense program.

With "Safety for National Defense" as the keynote, the Congress—biggest safety meeting in the world—will be held October 7-11 in the Stevens Hotel, Chicago, the seventh time it has been held in this city.

Ten thousand safety leaders from every part of the continent will assemble to discuss an accident prevention program designed to forestall delays in industry and traffic that would be dangerous to preparedness.

In selecting this theme for the Congress, the executive committee of the National Safety Council made this statement:

"While no one knows what the future holds for America, it is evident that, come what may, the country is engaged in an intensive program of preparedness against any emergency. In this program safety must have a vitally important part, since conservation of resources—both human and material—inevitably is a cornerstone of defense.

"In time of stress it is more than ever essential that traffic flow smoothly and safely, that the wheels of industry turn ceaselessly at top speed. In such times any delay is dangerous and an accident is unintentional sabotage.

"The National Safety Council therefore pledges its energies and resources to this end, and dedicates its annual meeting of members—the National Safety Congress—to diligent study of how safety best can serve in the defense of our nation."

In 150 distinct sessions, by more than 500 speakers, every conceivable phase of safety will be discussed—industrial, traffic, home, farm and general. The modern safety army which mobilizes for this week-long defense council will have at its command the latest and most powerful weapons for the war on accidents. New developments, new information, new experience and tactics in the never-ending battle to reduce tragedy and suffering will be reported and studied.

And through it all will run the national defense theme—the knowledge that unintentional sabotage through mistakes, confusion and delay is a greater menace than the sabotage of alien agents . . . that any accident which kills or cripples a man who is doing his job well, whether he is behind a lathe or on the Army General Staff, is dangerous to the security of the nation.

REMEMBER

This paper can exist
Only if YOU assist.

Peavey-Duluth Group Win Cups

THE Peavey-Duluth Elevator Company certainly gets into Safety Contests with zest. The illustration shows three cups which they won in the contests sponsored by the Industrial Safety Conferences. The cup on the left is the "Horace Johnson Cup" which the Peavey-Duluth Elevator group won permanently after winning it for three years—1934, '35, '36. The middle cup was awarded to them in 1928. The cup on the right is the new "Horace Johnson" cup, which they won in 1939. These boys also have two Society of Grain Elevator Superintendents cups, but they were not at the plant at the time this picture was taken.

"I have received a number of compliments on the SOGES cups I brought back from Toronto," advises



Oscar Olsen, Superintendent. "Our firm threw a highly successful party for the crew upon presentation of these trophies, giving them a dinner, a floor show and following up with dancing, etc. We all dressed up with hats and balloons and did we ever 'go to town.' We consider these Safety Contests one of the best vehicles of sustaining our splendid esprit-de-corps, and know that others would, too, if they got into the spirit of the Society's Safety Contests."

FIRE BOARD OFFERS SERVICES

THE National Board of Fire Underwriters has offered to cooperate with all vital industries by placing its resources at their disposal for the prevention of loss and destruction of such essential products as they handle. During the World War of 1914-1918, the Fire Board also cooperated with the government and industry in a like manner.

CARLOADINGS UP AGAIN

GRAIN and grain products were loaded into 42,494 cars during the week of September 14th, 36,775 the preceding week, 37,333 during the week ending August 31st, and 44,310 the week before.

Fire Prevention Week

FIRE PREVENTION WEEK will be observed from October 6-12th, according to announcement by the National Fire Protection Association. We believe that under present industrial conditions, with activity on the upward curve, there is a need for tightening our defenses against fire. The fire record shows that the incidence of fire increases as activity increases. Our national defense requires special precautions to guard against the arsonist and the saboteur, the report continues.

Industry as a whole has contributed more to the success of these annual observances than any other class and has benefited accordingly. However, it is too bad that we must have a special week set aside during the year in which everybody is reminded of the ever-present danger of fires in the

home, on the farm, and in our industries. Fire-prevention should be as much a reflex with us as respiration, because fire-prevention is, essentially, carefulness with everything.

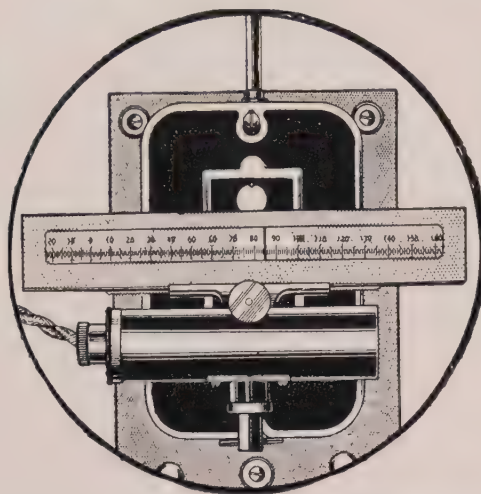
SMOKING, MATCHES LEAD CAUSES

AS AN example, the leading cause of fire in 1939 was matches and smoking. Certainly the fires attributed to this cause were not accidental.

Rundown electrical equipment, spontaneous combustion of rubbish heaps, defective flues and chimneys, are other major causes of fire and all of them are threats to our safety—not in themselves, but in the carelessness of those who allow these dangerous conditions to generate.

We all know the cost of fire to the people of the United States in general—the cost in actual money, the cost in reduced potentials for earning money, and the inestimable cost in lives, treasures, grief, and business. Fire Prevention Week perhaps should be extended into a Fire Prevention Decade until we shall reach the point where a prairie fire in Nevada will be cause for banner headlines in all the newspapers in the country—"Rare Phenomena of Wild Fire Occurs in Nevada Desert."

Agents of Destruction.



of which there are many, are trying to break down the healthy condition of your stored grain. You face financial losses through guesswork. Let a Thermometer System tell when these forces are acting. Write for particulars.

ZELENY THERMOMETER COMPANY

542 South Dearborn Street

Chicago, Illinois

Commends Supers

"I T IS a real pleasure to see the constructive program that the Superintendents Society is following," states Mr. Ray B. Bowden, Executive Vice President of the Grain & Feed Dealers National Association, "and I have already discussed this splendid work with some terminal elevator officials."

To Be Represented

M R. R. B. POW of the Reliance Grain Company, Ltd., and Mr. Percy C. Poulton of N. M. Paterson & Company, Ltd., President of the Superintendents' Society, plan to attend the Louisville convention of the Grain & Feed Dealers National Association on October 13-15th provided their own association's chapters and members give them the much needed support and backing.

Director W. A. Thomson, Jr., President of the Thomson Grain Company,



Louisville, and E. J. Martin of the Norfolk (Va.) Elevator Company will complete the Society's "firing" squad.

Talk About Foremen

"T HE Foreman's loyalty belongs to the owners or operators," comments Mr. T. C. Manning, Uhlmann Grain Company, Kansas City, in reviewing the discussions of that Chapter on this topic a while back.

"The Foreman has information regarding the operation of the elevator and the stock of grain on hand that the union has no right to know anything about. I cannot help but feel that all of us should interest our worthy Foreman in joining the Society—now that the way has been cleared constitutionally."



Reservations Set New High

R ESERVATIONS for the Grain & Feed Dealers National Association convention in Louisville, Ky., October 13-15, set an all-time high for this far in advance, announces Mr. Ray B. Bowden, Executive Vice President. The headquarters hotel is packed to the brim and the "Kentucky" Hotel is nearly filled.

One of the best programs to be presented the industry is scheduled, Mr. Bowden says, in inviting all to attend.

The SOGES will meet with the owners and operators in an effort to cooperate with them on a program for the future.

Contest to Close Nov. 1st

T HE Society's Safety Contest, the fourth annual affair, will definitely close its gates to new participants on November 1st, according to word from the committee in charge.

"We had a meeting the other night," says Jack Coughlin, Brooks Elevator Company, Minneapolis, "and Clarence Turning gave us a ripping good talk on Safety, after which several said they intended to join up and compete. We'll have more than our share of entries in there," Jack confides, "and we'll bet one of them will walk away with the cups, too!"



More Business for You

F IRST chance to store CCC corn will hereafter go to the terminal, sub-terminal and country elevators as well as any available storage connected with any processing plant, if in the line of movement, according to an announced change in policy of this government agency. The 3,000 steel bins recently purchased will be used only for "overflow" corn which cannot be accommodated by properly licensed warehouses.

Some believe 40,000,000 bushels or more will go into terminals depending upon the volume of delivery of CCC corn by farmers in fulfillment of their loan contracts, states the Grain & Feed Dealers National Association.

National Feed Week

N ATIONAL "Feed Week" is scheduled this year for October 14-19th. It is celebrated to increase unity and strength within the industry, to advertise the service which the feed industry renders to the consumer and the general public, and to provide a special time for firms of the feed industry to promote their products and increase their good-will.

Sponsored by the American Feed Manufacturers Association, this will be the fourth annual celebration to stress the progress made in better feeding and to emphasize that today the feed industry believes the future of agriculture to be brighter than at any time in the last ten years. Despite our bounteous tables, feed scientists say the average person needs still more nutrition in the form of quality milk, cream, eggs, cheese, and other farm products.

NO REIMBURSEMENTS FOR DUES

I T IS not necessary to reimburse your employees for wages checked off for dues to a company-dominated union.

Keeping Quality of Corn Unpredictable

By HAROLD C. WILBER

A. E. Staley Mfg. Co., Decatur, Ill.

ALTHOUGH the general consensus of opinion seems to be that 13.0 to 13.5% is a safe figure for the moisture content of corn, one cannot really predict on a long-scale basis from this single fact. There are too many other factors that are just as important as moisture content and even more so since they affect the moisture content so greatly. Even the odd .5% might make a great deal of difference in keeping quality. It is at the point of 13.5% moisture content that the curve representing the natural respiration rate of corn turns rapidly upward. Also the respiration rate of moulds, fungi, etc., that infest all grain have a respiration curve that somewhat coincides with that of corn. There it is—to be safe one must be so near danger that a fine lot may be turned into a sour mess in a few days.



The real trouble is that no two lots of grain are the same, weather and storing conditions vary, and moisture content itself may vary within the single lot. Such factors as the maturity of the lot, the infestation to which it has been exposed, the probability of an admixture of some sort, and the ever-changing temperatures, humidity, wind conditions, etc., which are bound to wreak havoc with planned moisture control, add to the headache of the conscientious Superintendent.

Several of the state universities including Illinois, Iowa, and Kansas have made records for the grain man to use and curves and charts have been produced through much research, but still the grain man has to go so much on the appearance, feel, and smell of the individual lot; his main reliance is still his experience, (which usually means previous hard luck), his intuition, and the temperament of the particular batch of corn which he happens to be coddling at that moment.

What have you got to say about it?

Studying Effects of Heat on Germination

Grain Drying Experiments by Oxford University Bring Out Interesting Conclusions

THE following conclusions of experiments made on the effect of heat on the germination of grain in drying were made by W. H. Cashmore and published by the Institute for Research in Agricultural Engineering, University of Oxford.

"In practice, moisture contents of grain to be dried vary from 18% to 30% and the final moisture content required varies from 14% to 16%. Under these conditions a grain temperature of 140° F. is the highest permissible. In order to ensure this, the ingoing hot air should never exceed 155° F.

"Tests carried out with barley are not included in this note, as the germination of the control sample was low. The general behavior, however, appeared to be identical with that for wheat.

"Measurements of Germination Energy indicated that it was lowered with grain temperatures above 130° F. When sufficient rest period was al-

lowed after drying, there were indications of a recovery. In general, temperatures which did not lower total germination did not permanently affect germination energy, provided that the final moisture content was not below 11.0%.

"Erratic results were obtained with grain immediately after harvest. This was partly due to the fact that most seeds require a rest period after harvest, and partly to the high moisture contents following an abnormally wet season.

"It is possible that from sample to sample and from season to season there is a variation in the vitality of the germ which would cause a slight variation in its resistance to heat."

Don't pay the WEEVIL TAX!

SAVE THE ESTIMATED 1 TO 3% WEEVIL TAKES FROM YOUR PROFIT, DUE TO LOSS OF YIELD, WEEVIL ODOR, INSECT HEAT, HOLLOW BERRIES AND LOWERING OF GRADE

LARVACIDE kills weevil and penetrates the kernels to destroy larvae and egg life. Economical—only a little more than a pint per thousand bushels. Usually a one-time treatment—saves money and frequent turning.

Easily applied right into grain stream when receiving or turning. No costly apparatus. Promotes good housekeeping—cleans up boots and conveyors after handling weevily grain. Just a few ounces per machine.

Tends to relieve grain of slightly musty odor and to sweeten it. Acts as powerful fungicide. Completely volatile. No residue whatever, after aeration.

KILLS RATS AND THEY DIE IN THE OPEN—No carcass nuisance. You just sweep most of them up.

SAFER TOO—Any good fumigant is deadly to humans, but LARVACIDE warns of its presence. Doesn't permit your men without masks to enter or stay willingly in concentrations dangerous to life. And there's no fire or explosion hazard.

Write for literature telling ALL ABOUT IT!

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CHLORPICRIN

PUT IT TO WORK FOR YOU AT ONCE
Cylinders 25-180 lbs. and 1 lb. bottles, each in safety can; 6 and 12 to wooden case. Stocked in major cities.

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Ed Raether Well Again

ED RAETHER has had quite a sick spell in the hospital starting from an old barley rash, according to reports reaching us. He's well and happy now in the new home his widely-known wife selected while he was confined. Ed, long Superintendent in leading markets in North and South America, is now Superintendent of Buildings and Manager of the Sampling Department of the Minneapolis Chamber of Commerce, and doing a fine job of it, we understand. He thought we should have emphasized that his remarks in the August number pertained to the previous crop in Omaha, but then we felt every one knew Ed has been in Minneapolis for some time.



Here's Harold Wilber, Elevator Superintendent of the A. E. Staley Mfg. Company, Decatur, Ill., and a muskie (left) which he infers, but does not say, he caught. Fishermen at the plant say his pose is excellent, but he does not have quite the self-satisfied air of a man who has just landed a 30-pounder. Also—knowing Harold as most of us do—it seems queer that he caught such a fish but that no one heard anything about it until after he had been back from his trip some two weeks, when he began showing pictures. Fishy, we think. What about this, Harold?—Courtesy The Staley Journal.

Vincent Blum Back

VINCENT BLUM, formerly Superintendent of the Hayford Elevator in Chicago for the John E. Bastien Grain Company, docked in New York from Venezuela on August 29th after a fourteen months contract as manager of the new government grain elevators in that country. He will address the October meeting of the Chicago Chapter of Superintendents.

"Jimmy" Kier Breaks Finger

P. A. "JIMMY" KIER, able Secretary of the Kansas City Chapter, broke the middle finger on his right hand recently and says he's not enjoying writing with his left. The mishap occurred out at the Missouri Pacific Elevator "B," now leased to the Standard Milling Company.

Herb Gear Retires

HERBERT GEAR, long Superintendent for the Flanley Grain Company, Sioux City, Ia., and a Charter Member of the Superintendents' Society, retires this month. He will move to Chico, Calif., to live. Gordon Clark succeeds him. (Know he'll wish to join the SOGES.—H. L. Heinrikson, Terminal Grain Corporation, Sioux City.)

His Life Saved

HEAVY seas in Lake Michigan swamped a tug late last month that gave the well-known Frank L. Neilson, Vice President of Cargill, Inc., many an anxious moment. With 13 on board, this 38-foot Carneida embarked on her maiden lake voyage with a tow of three Buffalo-bound barges containing 1,900 tons of corn.

Washed overboard and treading water for an hour and a half before the life boat could pick him up was Reuben Jackson, the RCA technician who installed the radio equipment responsible for saving the lives of all aboard. The coast guard rescued the party from a life boat just north of Chicago after the sinking tug was cut loose and abandoned. It is believed the tug can be salvaged and placed in barge service for which it was especially designed.

Frank's many friends will be glad to learn that he was "none the worse" for his experience.

Something to Shoot At

THE Kansas City Chapter of the Supers' Society really is going to town in a big way. According to President Claude L. Darbe, Simonds-Shields - Theis Grain Company, they have 32 Superintendents and 15 Assistants as members—100% of the elevators there. More and more flour and feed mill and processing plant Superintendents and Elevator Superintendents are enrolling in their fold! Now they're inviting the boys up the river to participate.



CROP YIELDS UP

A 2,297,186,000 bushel corn crop is forecast and a total of 783,560,000 bushels of wheat is recorded by the Department of Agriculture's September 1 report. Forecasts a month ago were for 2,248,246,000 of corn and a total wheat crop of 760,623,000 bushels. The ten-year average is 2,299,342,000 bushels of corn and 754,685,000 of wheat.

Busy at Minneapolis



THE elevators here are all fairly busy and all just about filled up.—James Auld, Hales & Hunter Company, Secretary Minneapolis Chapter.

Country shippers have been urged to withhold further loadings of wheat and other grains going into storage, due to the congestion.

All Set for Winter

ABOUT mid-September the Directors and Officers of the Kansas City Chapter met at Claude Darbe's home and proposed the following program for the autumn, winter, and spring meetings.

The September meeting to be held at the Savoy Hotel will feature Mr. Ralph Innis, a prominent attorney in a talk on the constitution and business conditions.

October will see the ladies gathering around too, for a dinner and card party at Meadow Lake.

November's program will be a special one with three members making ten minute speeches on any subject they see fit and most likely a traffic manager to give the Supers information on billing, routing, and all problems pertaining to traffic that they are not familiar with.

Most likely the December Managers' night meeting will see Tom Collins, the columnist, entertaining the boys.

And Safety is featured for the January meeting, which incidentally is a fine idea for starting off the new year. Mr. W. W. Williams of the Kansas City Safety Council and Mr. Grover Meyer of the Kansas City Power and Light Company will be the speakers.

Mr. Grover Meyer has invited all members to dinner at their North Kansas City Power Plant and later a trip to the same for the February meeting.

The March program will be on crop conditions and the April meeting will make preparations for the National Convention, while May and June are left open for the time being.

JOHN J. BECKER EXPIRES

JOHAN JOSEPH BECKER, veteran plant executive for Rosenbaum Brothers, Inc., Chicago grain merchandising and feed manufacturing concern, passed away of pneumonia within two days of his seventy-fifth birthday on August 30. Funeral services were held on September 3.



"Dean" of the Chicago plant operators, Mr. Becker started in the business at the tender age of fourteen, back in September of 1878, commencing as a messenger at Armour Grain Company's Elevator "C." Five years later he was promoted to weighman in the company's "A" and "B" house, and eleven years later to Foreman of their elevators "E" and "F." Six short years later John became superintendent of Armour's Elevator "D"—and within another six years the house burned to the ground. Then he became operating head of their "E" and "F" houses. In April of the following year, 1907, the "Iowa" Elevator was added to his duties.

With the burning of Armour's Elevators "E" and "F" on August 3, 1908, Superintendent Becker turned his attention to handling salvage, and a good job he made of it too.

The salvage cleaned up, he became Superintendent of Armour's Elevator "C" on October 1st of the same year, and on the following December 21st he was moved up to the same post at the Santa Fe Elevator. July 10th of 1910 saw our young man of forty-five taking over the Keith Elevator, where he worked until it burned on April 22nd of 1925. Again he brought in his salvage experience to good advantage.

On January 12th of the following year, 1926, John took charge of Rosenbaum Brothers' "Belt Elevator," which post he filled ably until January 31st of 1937. He took a much needed rest at that time, only to be called back into service on August 1st of 1938 to take charge of the Rosenbaum Brothers' "National" Elevator. Here he held forth until his health forced his retirement on June 26th of this year. He died within two days of his seventy-fifth birthday.

Kindly, soft-spoken, capable, John Becker was looked up to and widely admired among the trade in the Chicago market. The "dean," oldest Superintendent in the territory, always had the final word wherever there was any doubt. Active in Masonic and the Supers Society's circles, his counsel was invariably sought and always cheerfully given. He lived a useful and generous life. His widow survives.

Seasonal Exemptions: Contracts

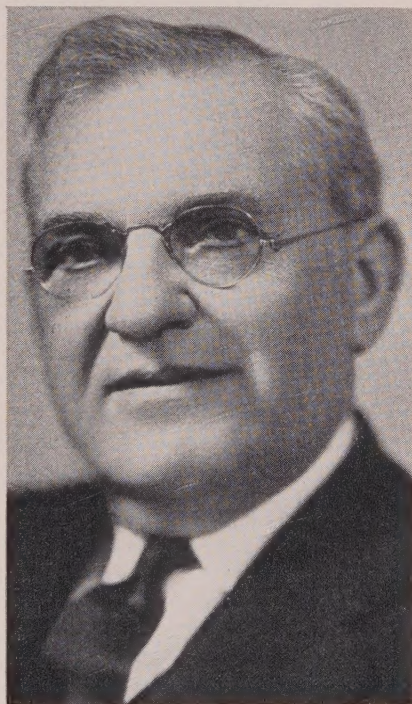
AFOURTEEN-WEEK seasonal exemption tentatively granted to the grain trade and postponed by AFL objections is to be the subject of formal hearings before long.

The uniform storage contract and other matters of controversy between the grain trade and government agencies has been placed in the hands of a special USDA committee for study. No change is anticipated right away.

L. H. Des Isles Dies

MR. L. H. DES ISLES, fondly known as "Len" to his legion of friends in the grain handling and processing business, passed away this month at the age of 73.

President of the Zeleny Thermometer Company, Mr. Des Isles came to Chicago after a most eventful career in many parts of the world, on the



high seas and in the dear old New England which he loved.

Mr. S. C. Klaus, long vice president of the firm, will carry on the business. Further details will be published in our next issue.

Interested in Suction

MR. C. A. McCALLUM, Elevator Superintendent of the National Harbours Board, Churchill, Ont., is interested in a 5 to 10,000 bushel an hour pneumatic unloader 175 feet long, with such flexibility at either end that the equipment may be portable. He would like to hear from those having experience with such equipment.

Well in Hand

OUR fall and winter series of monthly meetings has commenced and we are getting things shaped up nicely for the Society's annual convention here in Minneapolis next June 9-11th. Our first meeting was attended by over a score and we anticipate a growing interest and an increasing number attending each successive meeting.



—F. Maynard Losie, Hallet & Carey Company, President, Minneapolis Chapter.

Silent Feud

NOW C. J. Alger has a star and, like Gilbert Lane, his was an unexpected honorary presentation for meritorious service.

It just seems that when one of these two do something the second comes along, entirely unbeknownst to the first, and equals the mark without any premeditation on his own part.

First one turns in a new member; the same day the other turns in a new member. One gets a diamond studded star for honorary service, the other pops through with a Chief of Police and Police Commissioner star for civic accomplishments. Thus the two of them are nip and tuck with each other without ever knowing what the other one is doing until they compare notes in "GRAIN".

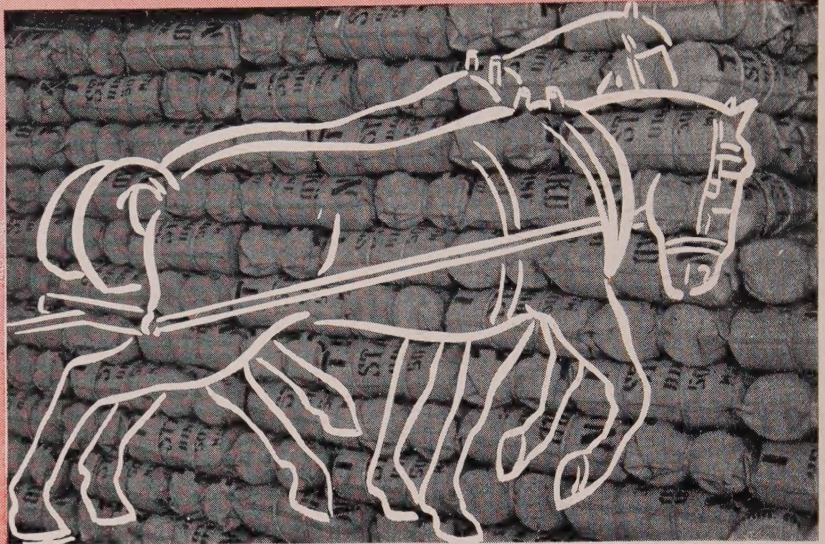
Mr. Alger has challenged all his Chapter to a membership race; he's put up a \$10 Stetson as the prize for the winner—to which he is also eligible. We know who is going to win it, but can't just figure out what the donor is going to win back from the hat-winner. The silent feud goes interestingly onward.

Ringer's Contest

ONCE again the Kansas City Chapter will have a horseshoe pitching contest. This one will be on Saturday, September 28th and again, as last time, Gilbert Schenk of the Weevil-cide Corporation, will be the sponsor. Prizes of \$25, \$10, and \$5 will be on him. We wouldn't be surprised to see some of the boys go into National Championship competition pretty soon.



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